AFFAIRS OF THE RAILWAYS.

The Wabash Foreclosure Suit. The two masters in the Wabash, St. Louis & Pacific railway case reached New York on Wednesday, and in the afternoon commenced taking testimony, which must precede the granting of a decree of foreclosure. Twelve Western lawyers, Harry Crawford being of the number, are representing the different interests in the case. President Ashley said on Wednesday evening that it would be a day or two before the work will commence in earnest. Mr. Thomson said that it was proposed to carry the proceedings through as fast as possible and have the question of the foreclosure decree settled. It is understood that a number of the dissenting bondholders will be cited to appear before the masters as witnesses. Some of these gentlemen now occupy a peculiar position, as, though having deposited some of their bonds under the plan, they are still opposing its terms. Security-holders will congratulate themselves that the reorganization dispute appears to be nearing its end, and that their road may before long be out of the receiver's control.

Another Trunk-Line Across Indiana. The Pittsburg & Western Railroad Company are pushing their line westward, and connections will soon be made which will be of im portance to shippers and of benefit to itself. The company is now building a new line between Akron, O., and Chicago Junction, which, when completed, will reduce the distance between Pittsburg and Chicago over twenty-six miles. Work will also be commenced shortly on another new branch between Akron and Delphos, O. The Pittsburg & Western will connect at this point with the Toledo, St. Louis & Kansas City, which before long will be operating as a standard-gauge line throughout. This new line will materially reduce the distance between Pittsburg and St. Louis. The route will compare favorably in length with the Pennsylvania Company's Panhandle line. The Cleveland & Western is the name of the new branch between Akron and Chicago. It will be 105 miles long, and fifty-six miles are already completed. The work is being done by a firm of Allegheny contractors.

Suit Against William R. McKeen. CINCINNATI, Nov. 22 .- The Cincinnati, Hamil ton & Dayton Railway Company to-day filed petition against W. R. McKeen, to rescind the purchase of a large amount of railroad stock by Ives while president. The stock was of the Terre Haute & Indianapolis railway. Ives gave notes for a deferred payment and secured them with stock. Failing to meet the payments, Mc-Keen sold the stock and realized the full amount. The plaintiff alleges that Ives's purchase of the stock is void, he having no right to purchase stock of a railroad lying in Indiana.

Personal, Local and State Notes. General Manager Kimball, of the Union Pacific, has appointed T. M. Orr as assistant to

West-bound traffic has increased 20 per cent., it is stated, since the break in west-bound rates

To-day the Michigan Central road ceases to receive freight to be forwarded by the Detroit and Cleveland Steam Navigation Company steamers east from Detroit.

Calvin Brice, president of the Lake Eric & Western, and a half dozen other Western lines, is expected West in a few days to look over the Freight traffic begins to loom up with the im-

proved weather. On Wednesday, 1,075 cars were handled on the Cincinnati, Indianapolis, St. Louis & Chicago main line. R. S. Davis, general agent of the "Cotton Belt Route" is in the city on official business. He

denies that this line is responsible for the late demoralization in north-bound rates. Traveling freight agents report elevators and cribs all along the Western lines filled with new corn, and with a few days of dry weather they predict that the roads will be crowded with busi-

Western reads have been notified by the New of their private cars or coaches over that line unless equipped to be heated by steam from the

The Pennsylvania Company is relaying the third division, between Logansport and Rich-

The Pennsylvania people, in addition to the 45,000 tons of steel rails already purchased, to be placed in their tracks east of Pittsburg, will purchase 35,000 tons in the near future for the lines west of that point.

The Cincinnati, Hamilton & Dayton people expect to occupy their new passenger depot at Hamilton, O., in thirty days. The company is also building a large freight depot at that point

L. A. Boyd, superintendent of the Indianapolis, Decatur & Western road, who is quite a genius, has invented a reflector by which a person at the type-writer can read what he is writing without lifting the carriage.

The yardmen and switchmen at Buffalo are giving the Lake Shore and the New York Central a little trouble. They ask the same wages which are paid at Chicago, and have given the roads until to-morrow, the 24th, to answer their

The Cincinnati, Hamilton & Dayton now hauls the trains of the College Hill road into Cincinnati, the company running in and out five trains a day. The road, since this arrangement has

The Cleveland & Canton people are finding it to be quite difficult to dispose of their narrowguage rolling stock, as there are few narrowguage roads left in the country, and where there is one the company is too poor to buy anything

and pay for it. Charles Netlson, general superintendent of the Cinciunati, Hamilton & Dayton lines, spent yesterday in the city looking over matters. Next spring the company contemplates considerable improvements in its terminal facilities

There is a well-grounded belief that eastbound rates are to be advanced within a few days, the Grand Trunk leading by advancing dressed beef and live hog rates. As soon as this is accomplished it is thought the restorntion of west-bound rates can be easily arranged.

The Baltimore & Ohio road, in the last twelve menths, has carried 7,120,432 passengers, an in-crease over the number carried in the corresponding period in 1887, of 465,827, or 7 per made since C. O. Scull became the general passenger agent of the road.

D. Soper, late passenger conductor on the Chicago, St. Louis & Pittsburg road, carried \$2,000 life insurance in each of the Railway Conductors' associations. If he had lived it was arranged to have elected him to one of the highest positions in the Railway Conductors' Association, now in session in Chicago.

General Passenger Agent Rockwell, of the Cincinnati, Hamilton & Dayton, is figuring with General Passenger Agent Scull, of the Baltimore & Ohio road, for the putting on of a through coach between Indianapolis and Washington about Dec. 1. It is claimed that these lines can make two hours better time between

the two cities than can their competitors. General John McNulta, receiver of the Wabash road, has returned from New York, and was in Chicago yesterday for the purpose of aiding in the re-establishment of the Western Passenger Agents' Association. His absence East had delayed the work. The worst problem they have to solve is how they can gather in the outstanding tickets and contracts preparatory

to forming the new agreement. John H. Watts has brought suit for \$25,000 in the Vigo county court against the Indianapolis & St. Louis road. On the 22d of October the complainant alleges he was a passenger from Terre Haute to Coal Bluffs, having paid his fare. Another passenger threatened him with violence and the plaintiff appealed to the conductor for protection. The conductor refused, and, in consequence, he was brutally assaulted and greatly injured.

General Superintendent Wade, of the Wabash railway, has issued a circular at the request of Receiver McNulta, in which the latter expresses regret that he was called to New York, and was consequently unable to accompany the annual inspection party's trip. In the circular Receiver McNulta extends to each and every employe his earnest and hearty thanks and congratuiations for the good and satisfactory work performed during the past year. He wishes to compliment every department for the improve-ment so noticeable, and for the fine condition in which the road-bed and equipments have been

Said a railroad official yesterday, when speak-ing of the threatened strike: "We are anxious to keep down expenses, so low are the rates at which we are carrying freight. It is true that there has been a slaughtering of earnings in the presence of the largest tonnage the roads have ever been offered. There is not a road which has been engaged in the rate wars of the last four months which is not complaining of a lack of equipment to move the business offered, and in most cases they have contracts out for new passenger and freight rolling stock, with which to handle the immense traffic offered. Some plan should be devised to prevent this whole-

sale rate-cutting, which will be in the interest of not only the bond and stockholder, but the employe as well, as in many cases the latter shares in the falling off in earnings through a decrease in his wages. An illustration of this is seen on the Atchison, Topeka & Santa Fe road. This will be recognized as a just demand before long if such experiences as the North and Southwestern lines have been passing through of late

bring their natural sequence." It was decided at the closing session of the Railway Conductors' Association, held at Chicago yesterday, to admit conductors on Mexican railroads to the association. The following officers were elected: President, J. H. Snyder, Kensington, Ill.; vice-presidents, J. C. Cumminge, Racine, Wis., and G. B. Harris, Jackson, Tenn : secretary and treasurer, C. Hungton, Chicago.

LETTERS FROM THE PEOPLE.

The Jollification at Crawfordsville.

To the Editor of the Indianapolis Journal: It seems that the person who corresponds with the Sentinel from this place has just awakened to the fact that we had a big jollification in this city the early part of last week, and sent in a report that would put Ananias to shame. He made the assertion that Democratic ladies were assaulted and choked on the streets, well knowing that it was a lie. The jollification he spoke of was a grand success in every particular, and was thoroughly enjoyed by the Democrats, as well as Republicans, and more-it was a noteworthy fact that there was not a disturbance on the streets that day. About the only thing that could have occurred to rouse the wrath of the Sentinel correspondent was when some of his Republican chums stood him on his head in front of the postoffice on the morning of the celebration, and that probably called forth the article that appeared in the Sentinel of Nov. 20. CRAWFORDSVILLE, Nov. 22.

Qualifications for the Postal Service. To the Editor of the Indianapolis Journal:

It would be wrong, of course, in the Republican party to ignore any law of the land, and of course the party do not propose to do any thing of the kind; but does not the interests of the whole people require a thorough revision of the Postoffice Department in regard to filling offices! From Postmaster-general down there seems to be such a demoralized condition, and the department has been so prostituted to parti san purposes, that to obtain the best results will it not be necessary to make almost a "clean sweep?" We have men, thousands of them who were good soldiers, and are crippled and broken down, and who could fill many of these places as well at least as "political bummers," many of whom are now filling these places. These men were turned out to starve four years sgo, to make room for a "pack" of wire-workers, who helped to put the great "reform" party in power. We have no right to take the wants of that class into consideration when we have as good material to fill these offices, and generally far better, and of that class of citizens who were always on the side of the government when it was in sore need of friends. Let us remember our pledges to these brave men, and do what we can to hold up their hands during the few remaining years that we shall have these brave men among us. These men are fast passing away. Let us do them justice so far as we are able.

SOLDIERS' FRIEND. INDIANAPOLIS, Nov. 10.

The Civil-Service Law.

To the Editor of the Indianapolis Journal: Your correspondent "D. M. B." in yesterday's Journal advocates a strict adherence to the civilservice law. He is not alone, as all lovers of good government are in favor of respecting the law and not totally disregarding it, as has the Democratic administration. While I believe in conforming to the civil-service law I also believe that the great aim should be to restore the service to its former efficiency. Every one York Central road that they will not haul any | knows that the present demoralized condition of the postal service has been caused by the unwarranted and wholesale removal of good and efficient men simply to secure their places for Democrats. The proper thing for the new administration to do is to reinstate the old boys mond, with a heavy steel rail. This division is | who have proved by their faithful work their to be brought up to the Pennsylvania standard ability for the positions they occupied. The of track and road-bed. delay of letters and of letters missent was a thing almost unbeard of the present administration began and the removal of old and experienced men (who had made their business their study and worked for merit as well as salary and position) and the appointment of untried. inexperienced and incompetent men. Let the law be respected and lived up to. It will be no violation of the law to reinstate all those who would aid in restoring the service to its former efficiency. There certainly could be no objection to such a plan as the business interests of the country demand a better service. INDIANAPOLIS, Nov. 21.

How Shall It Be Done?

To the Editor of the Indianapolis Journals What shall be done to remove the evils of the drink habit and overthrow the liquor traffic? The failure of the Prohibition party in the recent election thrusts this old and perplexing question in new form into greater prominence. Evidently the American people do not intend to handle this reform by separate party action. The decision on that point is final, however reluctant many may be to accept the statement. But let no one suppose that the whole subject is therefore dismissed. Our national progress requires the destruction of the saloon. Only another method must be employed. And that method cannot be devised by the ten thousand Hoosiers who stood up to be counted. Men who hazard so much for an idea and defend it so bravely are not likely to think along new lines. The two hundred thousand voters in Indiana. Republicans and Democrats, who adhered to their old parties while professing to be friends of prohibition must now be heard on this question. A peculiar responsibility rests upon them at this juncture. Are they sincered Will they stand together upon any non-partisan measure and labor as diligently and sacrifice as much as their mistaken but confessedly zealous brothren! Upon that answer much depends. If without a third party the liquor question can be settled, we may address ourselves more readily to the other interests of government. The theories of the two historic parties - better laws and larger liberty-may then be applied, each correcting the evils of the other, and the result to the Nation and the State will be most gratifying to every patriot. Before General Harrison closes his first term of office (and be is sure to have a second term) this whole matter which has so long agitated the public mind ought to be satisfactorily adjusted. Who will give us a J. E. GILBERT. INDIANAPOLIS, Nov. 22.

John Bright on Public Speaking. Some one recently wrote to Mr. Bright, asking advice as to preparation for speaking. "It seems to me," replied the famous orator, "that every man would readily discover what suits him best. To write speeches and then commit them to memory is a double slavery which I could not bear. To speak without preparation, especially on great and solemn topics, is rashness, and cannot be recommended. When I intend to speak on anything that seems to me important, I consider what it is that I wish to impress upon my audience. I do not write my facts or my arguments, but make notes on two or three or four slips of note paper, giving the line of the argument and the facts as they occur to my mind, and I have the words to come at call while I am speaking. There are occasionally short passages which for accuracy I may write down, as sometimes also-almost invariably the concluding words or sentences may be written. This is very nearly all I can say on this question. The advantage of this plan is that while it leaves a certain and sufficient freedom to the speaker, it keeps him within the main lines of the original plan upon which the speech was framed, and what he says. therefore, is more likely to be compact and not wandering and diffuse. Forgive me if I say no more. Yes, one thing more. Edward Butler (1 do not know him) has sent me a charming little book, with the quaint title 'For Good Consideration.' It is published by Elliott Stock, Pater-noster Row, London, and in it is an article, 'Advice to Young Orators.' I have read it and the whole book with much pleasure. I think it would interest you. In regard to the questions you put to me, though I have spoken much, I am not sure that I am qualified to teach even what I have practised with some show of suc-

The Way It Works.

Philadelphia Press. The price of wool has advanced about 2 cents a pound since the election. That is the way the farmers celebrate the defeat of Grover Cleveland's attempt to commit an assault and battery on the American sheep.

Hotel Fare. New York Mail and Express.

As a general thing hotel buckwheat cakes are a sort of Turkish rug to miniature, and quite as trying to digest

FREDERICK DOUGLASS.

Talk with the Sage of the Colored People-The South Has No Right to a Peculiar Policy.

Cincinnati Commercial Gazette. An old man, whose wealth of crinkly white hair projected from beneath a straight-brimmed, old-fashioned Derby hat: whose short beard, covering his cheeks and chin, was as silvery as the face of a newly-minted dollar: whose form, when erect, was as stalwart and straight as a muscular man of forty, and whose light-yellow skin was vividly contrasted with the silver of his hair and beard, sat in a big red plush armchair in the lobby of the Grand Hotel last evening. As he chatted with a newspaper reporter he was the most striking figure in all the lively

Hon. Frederick Douglass, the great leader of the American negro population, the orator, the sage of his people, the man who has fought for the rights of his race against all odds, was the man with whom the reporter talked. Mr. Douglass arrived from the West yesterday morning. All the afternoon he received a host of callers, and when the reporter met him in the evening he was talking with Hon. C. W. Bell and a number of other bright young men of his race. Mr. Douglass is here to attend the session of the Woman's Suffrage Association. To-night he addresses the delegates at the Scottish Rite Cathedral, at Broadway and Fifth street.

"I know one thing," said Mr. Douglass, in reply to a question as to how he viewed the position of the Commercial Gazette on the Southern question, "and that is that the South has no right whatever to ask that any policy shall be specially adapted to it. The South is a part of the whole, and not the whole of the part. It is under a common constitution of government, and it has no more right to ask that a special policy shall be adapted in its case than has any other section of the Nation a right to ask for a

policy peculiar to it. "I expect," said Mr. Douglass, in answer to another question, "Mr. Harrison to treat this country as one country with one nationality, with one citizenship, with one liberty, and with one equality before the law for all the people; and all that he will and ought to ask the South, the West, the North and the East to do, is to comply with the provisions of the Constitution of the United States. There should be no exception made in favor of one State or against another State; in favor of one section of the country against another section. I expect General Harrison to treat this country as a whole, and require all parts of the country to adjust themselves to the whole. I do not expect Mr. Harrison to give any countenance to a violation

of the Constitution. "A violation in what particular, in what respect?" interrupted the reporter. "In the sup-pression of any right which the Constitution guarantees to any part of the people of the United States," replied the old man with emphasis. "By the Constitution," he continued, "the American people are neither black, nor white nor copper-colored. Over the gateway of our country is written: 'There shall be no discrimination against any citizen on account of race, color or previous condition of servitude,' and I shall expect Mr. Harrison to rigidly en-

force this view." "It is said that the negro population of the South may dominate in politics shortly," suggested the reporter. "I look upon the alleged liability of the domination of the negro in politics over the whites as a sham," Mr. Douglass answered with emphasis. "It is a delusion. There is not the least danger of it in the world, and it is only a bugbear gotton up as an apology for the shotgun and cart-whip policy, by which the vote of the colored citizens of the South has been suppressed."

"The white people of the South," Mr. Douglass said, answering a question, "will rule the South. Intelligence will win. It is ridiculous to pretend that the people who have the wealth, the people who have the railways, the people who have the electric telegraphs, the people who have the steam locomotion, the people who have the steam navigation, the people who have the commerce of the Nation are going to be dominated by the poor, and the despised, and the illiterate negro. There is not the least danger of anything of the kind, and I sometimes think that our Southern white people know that there exists no such danger. All that the whites of the South have to do is to treat the negro justly, and he will listen to them, and he will listen to them before he will listen to any other people, from the North or else-

"It is impossible," proceeded Mr. Dauglass, "for the negroes to rule. It is impossible. If it is impossible, what are they making all this noise about? There can, therefore, be no need of legislating to prevent what is impossible, or to bring about what is inevitable. It is all a bugbear-whatever that may mean." "Have you observed," was asked, "any change in the political condition of the colored people in the South during the past ten years?"
"There is certainly," Mr. Douglass said, "a

large class of Southern men who deprecate this keeping up of 'the Southern idea.' as it is called. It is impoverishing the South. Why here's the great State of Missouri, hard by us, supplied with all the requisites of a great, rich and powerful State. It is rich in material wealth and natural advantages, and yet the growing population, the emigration of the country, does not go there, does not stop there. Men seeking homes go beyond it. They take their enterprises, their industries, their muscle, way beyoud Missouri into Kansas, where the advantages of soil and climate are not so great. Why is this? Why do they not stay in Missouri? Because the people there have not yet learned to tolerate ideas different from those in which they have been educated. They can come up here in the North and speak their sentiments freely all through the North, but they can not go there and do likewise. The emigrants go beyond." "Yes, I think there is a change; I think there is a growth and must be," Mr. Douglass said to a question. "The plank must bend to the ship, not the ship to the plank. South Carolina is growing, but the United States is greater. I think there will be a gradual change in the political complexion of the South. Ultimately the colored people will divide their votes, especially the people of the South. I think that time will come when the Democratic people of the South will give the colored people reason for believing that they will respect their rights, and I think they will do that. I think this election will open the eyes of the Southern brethren to the necessity of giving up this whole idea of main-

taining a superior class, and let men be equal before the law." "Did the negroes of Virginia countenance the campaign of Langston for Congress against Mahone's wishes?" asked the reporter, remembering Mahone's fight in Virginia for the Republican party against Langston, a colored independent candidate, who ran for Congress against the wishes of his party and his people. The reply of the sage was: "I think they did not. Mr. Langston, I think, has no real claim on the Republican party. Mr. Mahone represents the Republican party of Virginia. Langston went down there ostensibly as a teacher, but really for the purpose of running for Congress. Early in the year he announced his purpose of running for Congress, whether he got the party nomination or not. He therefore put himself outside the party. Mahone, representing the Republican party, opposed that high-handed proceeding, and he is now roundly abused by Langston

"What do I think of Langston? Why, I look upon him as a political trickster, and I deprecated his running there because it raised the color question-the color line. His appeals for election were not that he was a great statesman. not that he believed in the tariff, not that he favored tariff reform, or believed in anything else but color. He simply said: 'Here a majority of our people are colored; they ought to have a colored representative.' No doubt there were many converted to that idea, because they thought as they were in the majority that they ought to have a colored representative in Con-

"The colored men of the South," Mr. Douglass continued, "are Republicans-believe in Republican principles-ov all ties, so far as their knowledge goes. They are for the Republican party and for Republicanism. Do I apprehend any change in that feeling? Well, I think we will soon begin to see a break. As soon as we break the solid South there will be leaders springing up all over the South, and they will, like Chalmers, of Mississippi, come out and say: 'You have the right to vote, and if you vote for me we will see that you are protected.' It is a great thing to have the right, to have the trend of government on the right side." "Do you think," Mr. Douglass was asked,

prived of their right of franchise at the last "I think." Mr. Douglass answered, with feeling, "that the colored men took it for granted that they would not be allowed to vote, and so they remained away from the polls. The South ern men did not kill them because they did not where they could be reached with shotguns. The old Mississippi plan is abandoned now. Killing negroes isn't a good scheme. It doesn't and it basn't worked well. The way now is to

'that the colored voters of the South were de-

cheat them-count them out. Tiberius Barkis.

Chicago Herald. High on a throne of state which far outshines

was allowed to preside, breathing furious hatred for human exaltation of any kind, however moderate-and this other picture of Powderly as general master workman, selecting his own board of directors—is it not a repetition of history? Is it not Tiberius nominating his consuls and Senate in a city where liberty once was most sensitive to the touch of oppression? Evidently the Knights of Labor tire of being free. They want a master. And Powderly is their Barkis.

THE PANAMA CANAL.

A Contractor Talks About the Engineering Difficulties and the Progress of the Work.

Atlanta Constitution. Col. Daniel Calaban, who built the Rome and Decatur railroad, is in the city. He has just returned from New York, where he sold out his interest in the Panama canal contract. "The New York papers are always writing down the Panama canal," said he, "and the public never hears the other side. They say there are insurmountable difficulties and that the canal will never be finished. I had a talk a few days ago in New York with Colonel Rives, the general manager of the Panama railway and assistant director-general of the Panama canal. He has been in Panama a little over a year. I learned from him that the canal is being built all along the whole length. He told me that they would put in three locks on each side of the Calabre cut, which is 330 feet. There they will have a reservoir to catch the water of the Chagres river to supply the locks."

"What is your recollection of the work when you were there? "I admit that the work was being managed very badly. I consider that the American contractors would have done the work for one-half what it cost. If the canal had been in the United States, they would have done the work for onefourth of what it cost. Still, I believe, from what Colonel Rives says, that the canal will be completed. He has been there over a year, and has improved things a great deal. The canal is forty-seven miles long, and the railroad the same length. In a year he made the railroad pay over \$1,500,000 in net earnings.

"The railroad was built, thirty-three years ago, and they carry tremendous freights from the Atlantic to the Pacific, and back again. It gets a great deal of freight from Guatemala, Salvador, Nicaragua, Honduras and Costa Rica, was in Guatemala just before that war, and our party would have built that northern railroad but for Barrios's death. "How much has been spent on the Panama

"Nearly three hundred millions of dollars. A large part of the cost has been in building the towns. They employ 15,000 to 30,000 men and several hundred engineers. The first directorgeneral receives \$25,000 a year and all expenses. The common laborers get \$2 a day in United States of Colombia money, which is worth

"Where do the laborers come from?" "They get their labor from the West Indias, the Bahama islands, and some from Hayti and Santo Domingo. They employ some natives of Panama. Indians, Spaniards and halfbreeds, who make more reliable laborers than

"The negroes work awhile and get a little money ahead, and go back to Jamaica to spend it. When they are out of money they come back to Panama again. They keep a line of steamers running between Kingston, Jamaica, and Coion. They have carried only a few laborers from New

"What kind of engineers have they on the "They have several hundred engineers, all French. They are good, scientific men. They run steamers from France and bring out wines. The officials on the lines use mostly water brought from France. There is no good water in Panama. The water of the Chagres river

would do very well if it were filtered. "The machinery comes principally from the United States. There is a line of steamers running from New York to Panama every ten

"How about funds?" "Colonel Rives says there is no lack of money so far, and he doesn't think there will be. Still there is a lack of money now, and old De Lesseps is traveling through France making speeches. I understand that there are over six hundred thousand subscribers to the fund. They are small stockholders throughout France, Belgium, Spain, the Netherlands, Germany, Sweden and Denmark. I have seen a big list of stockholders. There are very few in this country except French citizens." "What are the relations of the French gov-

ernment to the Panama canal?" "The French government has nothing to do with the canal. It has steadily refused to furnish money for the enterprise, the canal company is operating under concessions from the government of Panama and from the United States of Colombia, of which Parama is a part. The French government only gives the canal company a protectorate. That is, it protects them as French citizens, the same as we might ask this government to protect us if we went down to South America to build a railroad."

"How is the climate of Panama?" "You would not go there for a summer resort, but still it might be worse. I have seen Americans living in Panama who had been there for "The population of Panama alone is about

thirty-five years. thirty thousand, and very few of the inhabitants are negroes. The city is well built, and person and property are well protected." "What about the reports of riots and pesti-

lence among the laborers on the canal?" "There is no truth in that. You can get up a revolution in South America without any trouble at all, but you are just as safe in Panama as in Atlanta. I have found in the city of Guatemala that a man's person and property are bet-ter protected than in any part of the United States. There is no danger at all, but you had better not be out at night on account of the cliwhere. Along the canal there are towns of three or four thousand inhabitants, with wellbuilt houses. These towns were built by the canal company."

"What do you think about the practicability of the undertaking!" "I never considered that there was any engineering difficulty whatever, only the magnitude of the work. If we had it here in any part of the United States we would not consider it any very serious engineering difficulty. Of course, it is a large work, but there is no difficulty about

A Girl's Toilet Articles.

that."

New York Star. A sensible girl will not keep a lot of cosmetics and drugs on her toilet table, but there are a few articles she should always have in a convenient place. She should have an array of glass-stopped bottles, containing alcohol, alum, camphor, borax, ammonia and glycerine, or vaseline. A little campbor and water may be used as a wash for the mouth and throat, if the breath is not sweet. Powdered alum applied to a feversore will prevent it from becoming very unsightly and noticeable. Insect stings or eruptions on the skin are removed by alcohol. A few grains of alum in tepid water will relieve people whose hands perspire very freely, rendering them unpleasantly moist. A few drops of sulphuric acid in the water are also beneficial for this purpose, and are also desirable for those whose feet perspire freely. We should always recommend care in the use of scented soar; in many cases the perfume is simply a disguise for poor quality. A good glycerine or honey soap is always preferable. Of course, one may rely on a scented soap from a high-class manufacturer, but it costs more than it is worth. In addition to the soap for bathing, white castile should be kept for washing the hair. Occasionally, a little borax or ammonia may be used for this purpose, but it is usually too harsh in its effects.

Free-Traders in Conference.

Philadelphia Inquirer. Brother Watterson-Say, boys, do you remember how we read Randall out of the party some Brother Carlisle-Ha! ha! Didn't we, though? Brother Cleveland-Didn't I kick him out of

the national convention?

All-He! he! ha! ha! ho! ho! Brothers Singerly and Scott-And can't we just see ourselves yet knocking him out of power in the State committee? All-lah! yah! yah! Brother Mills (yawning)-Let's read Randall

in; he's a good fellow, and it's a shame to keep him out in the cold. The brethren cast sudden furtive glances at each other, and then all say in beautiful bar-

Salads.

At a demonstration lecture, Mrs. Ewice illustrated the making of salads and gave us directions for making them of vegetables, fruits, meat and fish.

For the dressing she uses the yolks of three eggs, and three tablespoonfuls of vinegar. Heat the vinegar to the boiling point and pour it over the beaten yolks beating all together in a little saucepan. Set it on the fire and stir constantly with a wooden spoon in one direction. When it begins to thicken draw it to a ccoler place and stir until it is thick and creamy. While it is warm add one large tablespoonful of outter. Now put six even level teaspoonfuls of pait on a plate, add two teaspoonfuls of mustard, one teaspoonful of mixed pepper, red and white may be bought mixed, of this mixture use sufficient to season to taste. For a fish salad Barry's side show and Schilling's little game,
Powderly exalted sits. The Knights of Labor—
it is him. After him, the deluge.
This remembrance of a bedy of superindependent men, meeting in a union, where no one

the dressing should be very pungent; for chicken salad a little whipped cream may be added to leasen the sharpness of other flavors.

Chicken Salad—Boil the chicken whole and lock Co. Address MAY, Occilet it cool in the liquor. Use both light and dark

FOR EXCHANGE.

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Chicken Salad—Boil the chicken whole and lock Co. Address MAY, Occilet it cool in the liquor. Use both light and dark

meat. Cut into dice, chop fine or cut into long. narrow shreds as preferred. Cut up the celery. If the salad is to be served as a course at dinner use rather more celery than meat, but if the salad is to be the principal dish reverse the pro-portions. Take the seasoned dressing and add it to some whipped cream, letting the amount depend on the sharpness of the vinegar and the taste of the consumer. Garnish with white

Cabbage Salad—Split the cabbage in quarters; press it so the leaves will lie c. sely and shave with a sharp krife, always cutting across the cabbage at right angles to the stem and heart. (Serve it in these long shreds, letting each one cut it on the plate.) Mix with the dressing made as described and serve in a class dish. Potato Salad-Slice cold boiled potatoes by cutting them in quarters lengthwise and then across in very thin slices. Thin the dressing a little with cream, as potatoes absorb a great deal of dressing: also add a little onion minced very fine or a little onion juice, any nice pickle minced very fine or cresses in their season. Equal quantities of beat and potatoes make a good salad, and celery is also good in a potato

In salad making, Mrs. Ewing advises breaking eggs separately, because one is often surprised in eggs in which the greatest confidence was reposed. Always place the shells together in a dish when using many eggs, and then a glance at them will show how many you have used. It is good economy to use the yolks of eggs for salad dressing and custards and the whites for cake. Many things, like a salad dressing, creams and certain kinds of cake are much more delicate if always stirred in one way.

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